

Installation instructions

For set # 5.3142

Dodge Ram 4WD 1500, 2500 & 3500

Front control arm bushings

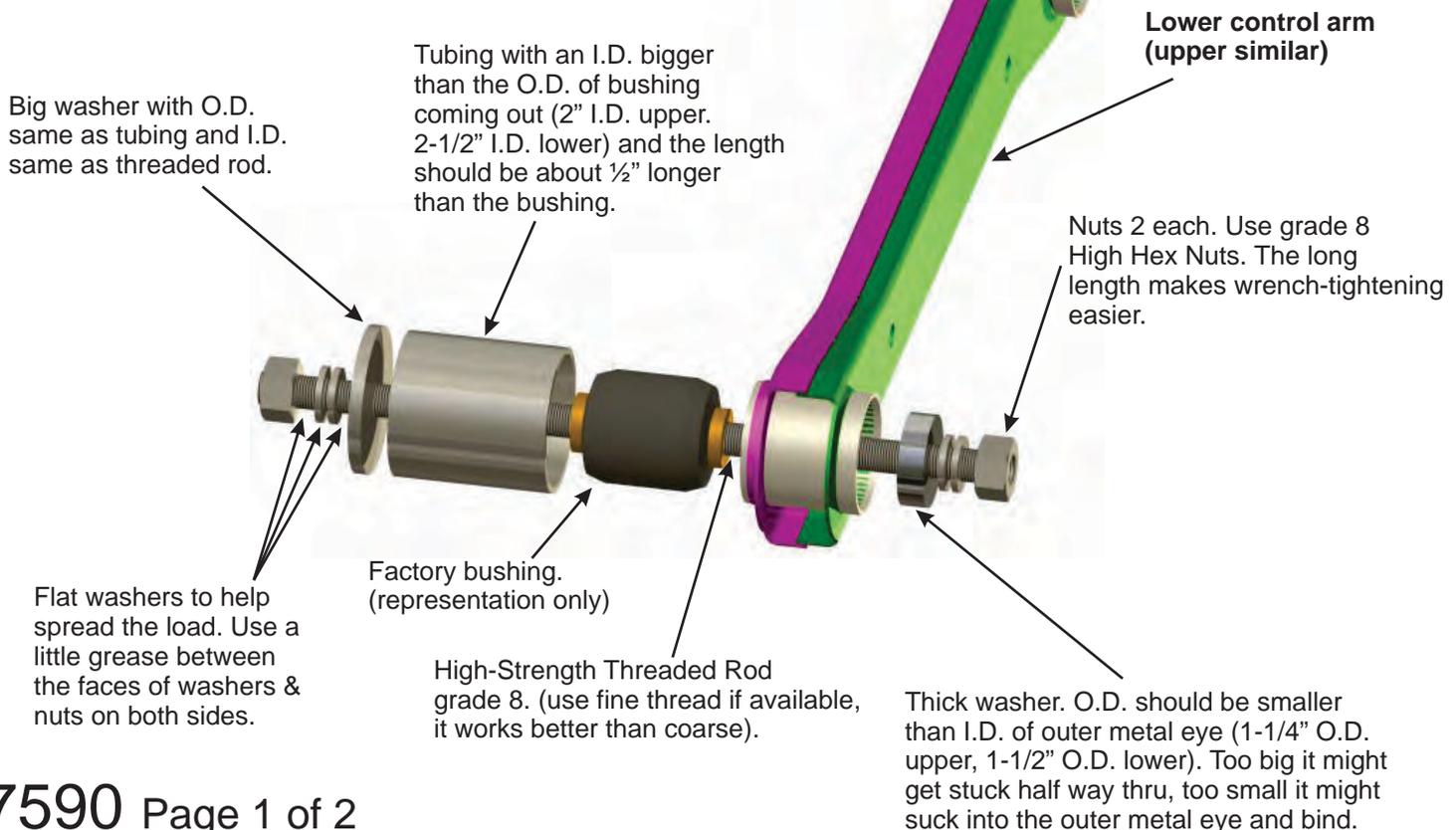


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It is recommended that if you are unfamiliar with this type of work that you refer to a qualified service center specializing in this type of work. It is also recommended that if you choose to do this work yourself that a factory service manual be obtained for the proper procedures pertaining to removal, replacement and proper torque specifications for your vehicle. This instruction set is intended as a guideline for the safe installation of Energy Suspension's polyurethane bushings, once you have removed the factory components from your vehicle. Wheel alignment is almost always disturbed when suspension components are removed or replaced. It is recommended that you have the alignment checked on your vehicle at a qualified alignment shop. Energy Suspension recommends that you read over all the installation instructions and check all P/N's and quantities in the parts list before you start. Prior to installation, make sure that your car is in excellent mechanical condition and that there are no suspension or steering related problems. This part has been designed to work only with a car that is in good state of repair. No matter how carefully we design our parts, this is one area we have no control over and cannot be held responsible.

Lift the front of vehicle and support with jack stands, the wheels do not need to come off the ground but need to be blocked so the axle will not move. Be sure to place match-marks on both sides of adjusting cams before you start. You will need to use these match marks to reinstall the lower control arms back in the same position after the new polyurethane bushings are installed. Only remove one control arm at a time. The front axle will stay close to the correct position which will make it easier to reinstall the bolts. In order to remove the passenger side upper control arm at the frame, the exhaust pipe must be removed for clearance to remove the O.E. bolt. The bushings in the upper and lower control arms are bonded to the inner metal sleeve, but not to the outer eye welded to the control arm. Use a hydraulic press to remove rubber bushing. Or use threaded rod, tubing, nuts & a flat washers (see diagram). Spray with WD-40 to help press out the rubber bushings. The O.E. rubber bushings are heavily preloaded and may be tough to get out. WD-40 is your friend here, so if the old rubber gets stuck, spray with WD-40, loosen nuts and flip control arm over to pull O.E. bushing from the other direction. Do this until the O.E. rubber bushing is removed.

Bushing replacement isn't easy and getting the old bushings out is the hardest part. The parts you use don't have to be perfect or look pretty, they just have to work. Look in a hardware store, junk yard or salvage yard. Use whatever is available to you.



Parts list:

- 4 - 3521 Lower inner control arm bushing.
- 8 - 3522 Lower outer control arm bushing.
- 4 - 15.10.661.39 1.125" x .640" x 2.625" Sleeve.
- 4 - 3523 Upper inner control arm bushing.
- 8 - 3524 Upper outer control arm bushing.
- 4 - 15.10.135.39 .875" x .563" x 2.390" Sleeve.
- 3 - 9.11107 Grease.

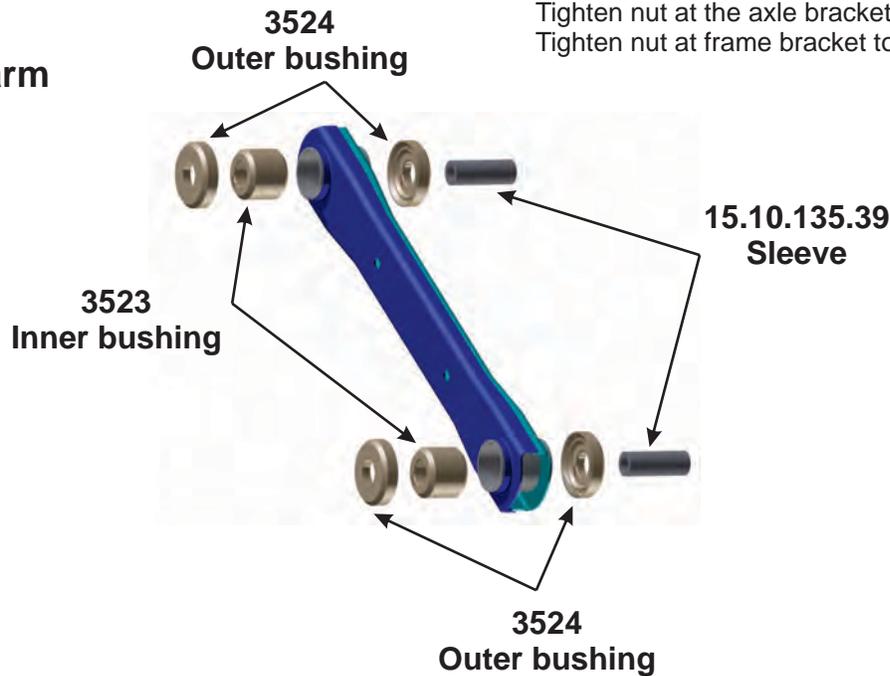


1131 VIA CALLEJON, SAN CLEMENTE, CA 92673

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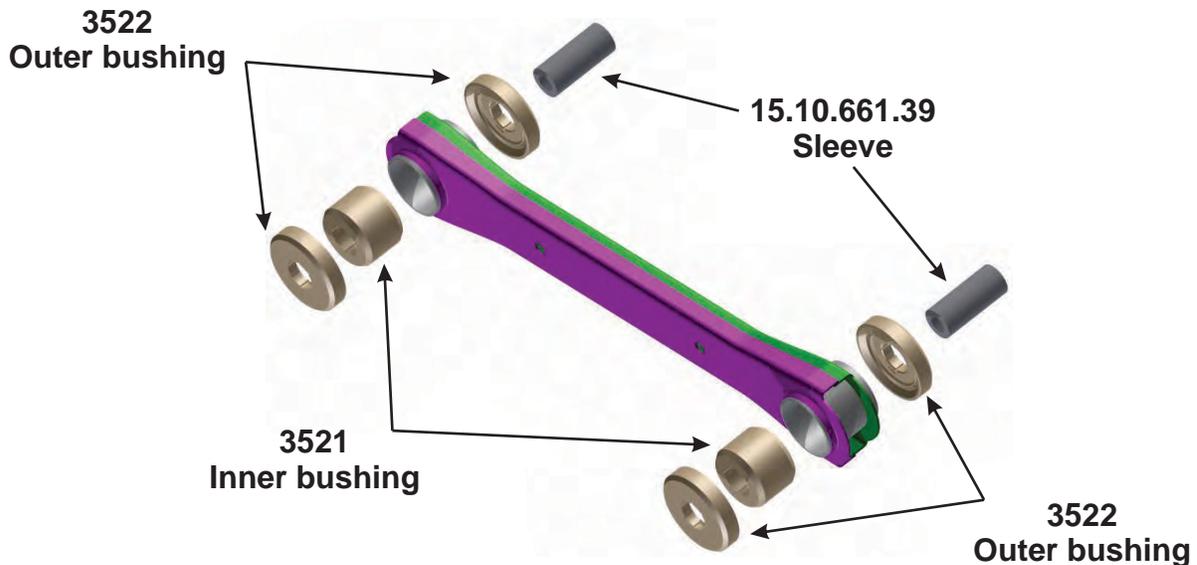
Lightly grease the new polyurethane bushings. Upper Control Arm install 3523 first (inner bushing) then 3524 (outer bushings) then sleeve 15.10.135.39 last (see diagram). Lower Control Arm install 3521 first (inner bushing) then 3522 (outer bushings) then sleeve 15.10.661.39 last (see diagram). Install factory bolts and torque to factory specs. Be sure to align match-marks on both sides of adjusting cams. Set vehicle on the ground. It is recommended that you have the alignment checked on your vehicle at a qualified alignment shop. The alignment must be within factory specifications. Check & Retorque all bolt after 200 miles and again after 500 miles.

Upper control arm



Tighten nut at the axle bracket to 163 N.m (120 ft. lbs.).
Tighten nut at frame bracket to 163 N.m (120 ft. lbs.).

Lower control arm



Tighten cam nut at the axle bracket to 217 N.m (160 ft. lbs.).
Tighten rear nut at the frame bracket to 217 N.m (160 ft. lbs.).